CALIFORNIA.

CALIFORNIA.

12503 From San Francisco, by Benicis and Georgiana, to Sacramento City, 120 miles and back, six times a week, in strambosis. I cave Ean Francisco daily, "arcept Sanday, at 4 p m; Arrive at Sacramento City angle, except Sanday, at 2 p m; Arrive at Sacramento City angle, except Sanday, at 2 p m; Arrive at San Francisco same day by 12 p m.

12504 From San Francisco, by Martinez, to Stockton, 120 miles and back, six times a week, in steamboats.

Leave San Francisco daily, except Sanday, at 4 p m; Arrive at Sackton next day by 5 a m.

Leave Stockton daily, except Sanday, at 4 p m; Arrive at San Francisco next day by 5 a m.

12505 From San Francisco on the Sanday of the miles and back six times a week.

12806 From San Francisco daily, except Sanday, at 8 a m; Arrive at San Jose by 5 p m;

12906 From San Francisco by 5 p.m.

12006 From San Francisco by 5 p.m.

12007 From San Francisco by 5 p.m.

12007 From San Francisco by 5 p.m.

12008 From San Francisco by 5 p.m.

12008 From San Francisco Monday, wednesday, and Friday at 10 a m; Arrive at Fetaluma by 5 p.m.;

12008 From San Francisco Monday, Wednesday, and Saturday at 10 a m; Leave Pataluma function Francisco, Monday, Wednesday, and Saturday at 10 a m; Leave Pataluma function Francisco, Monday, Wednesday, and Saturday at 10 a m; Leave Pataluma function Francisco Monday, and Saturday at 10 a m; Leave Pataluma function Francisco Monday, and Saturday at 10 a m; Leave Pataluma function Francisco Monday, and Saturday at 10 a m; Leave Pataluma function Francisco Monday, and Saturday at 10 a m; Leave Pataluma function Francisco Monday at 10 a m; Leave Pataluma function Francisco Monday at 10 a m; Leave Pataluma function Francisco Monday at 10

times a week, in steamboats.

Leave San Francisco Monday, Wednesday, and Friday at 10 a m;
Arrive at Petaluma by 5 p m;
Leave Frialuma Tuesday, Thursday, and Saturday at 10 a m;
Arrive at San Francisco by 5 p m.

12507 From San Francisco, (by sea.), via Santa Barbara and San Pedro, 10 San Diego, 450 miles and back, twice a month, in

dro, to San Diego, 450 miles and back, twice a month, in steamboats.

Leave San Francisco on the 2d and 17th of each month; Arrive at San Diego by the 5th and 20th of same month; Leave San Fiego on the 6th and 20th of same month; Leave San Fiego on the 6th and 21st of each month; Arrive at San Francisco by the 9th and 24th of same month.

12505 From San Francisco by the 9th and 24th of same month.

12605 From San Francisco daily, except Sunday, at 8 a m; Arrive at Gakland by 9 a m;

Leave Sin Francisco daily, except Sunday, at 8 a m;

12609 From Oakkand daily, except Sunday, at 3 p m;

12609 From Oakkand, by Brooklym, San Leandro, San Lorenzo, Alvarrive at San Francisco by 4 p m;

12609 From Oakkand, by Brooklym, San Leandro, San Lorenzo, Alvarrive at Man Jose by 5 p m;

Leave Oakkand Monday, Woltendady, and Friday at 8 a m;

Arrive at Oakkand by 3 p m.

12610 From Oakkand by 3 p m.

12610 From Oakkand by 5 p m;

Leave Oakkand Monday at 9 a m;

Arrive at Oakkand Monday at 9 a m;

Arrive at Martinea by 4 p m;

Arrive at Martinea by 4 p m;

Leave Cakinad Monday at 9 a m;
Arrive at Martines by 4 p m;
Leave Martinez Tuesday at 6 a m;
Arrive at Oakhand by 1 p m.
12511 From Petaluma, by Bloomfield, to Temalies, 20 miles and back,
cance a week.
Leave Petaluma Tuesday at 8 a m;
Arrive at Temalies by 4 p m;
Leave Temalies Weduesday at 8 a m;
Arrive at Petaluma by 4 in m;

Arrive at Temalles by 4 p m;
Loave Temalles Wednesday at 5 a m;
Arrive at Petaluma by 4 p m.

12612 From Petaluma, by Bodega, to Smith's Brauch, 27 miles and back, once a week.
Leave Petaluma Thursday at 5 a m;
Arrive at Smith's Branch by 5 p m;
Loave Smith's Branch by 5 p m;
Loave Smith's Heanch Sriday at 8 a m;
Arrive at Petaluma by 5 p m.

12513 From Petaluma, by Santa Rosa, to Russian River, 33 miles and back, twice a week.
Leave Petaluma Tuesday and Thursday at 8 a m;
Arrive at Russian River by 5 p m;
Laave Russian River wednesday and Friday at 8 a m;
Arrive at Russian River by 5 p m;
Bids to extend via Cask Valley, Anderson Valley, and Albion Mills, to Big River, 75 miles in all, are invited.

12614 From Petaluma, by Novato, to San Rafael, 20 miles and back, once a week.
Loave Petaluma Tuesday at 8 a m;
Arrive at San Rafael by 2 p m;

once a week.
Leave Petaliuma Tuesday at 8 a m;
Arrive at San Rafael by 2 p m;
Leave San Rafael by 2 p m;
Leave San Rafael Wednesday at 8 a m;
Arrive at Petaliuma by 2 p m.

12815 From Napa City, by Sebastopol, Oakville, St. Helena, Hot
Springs, Cayote Valley, and Lower Loke, to Upper Clear
Lake, 78 miles and back, once a week.
Leave Napa City Monday at 7 a m;
Arrive at Upper Clear Lake next day by 7 p m;
Leave Upper Clear Lake Wednesday at 7 a m;
Arrive at Napa City next day by 7 p m.

12515a From Napa City by White Sulphur Springs, Knight's Rancb,
and Alexander's Ranch, to Santa Rosa, and back, once a
week. Bidders to state distance and schedule of arrivals and
departures.

12516 From Benicia, by Cornelia, Barton's Store, Vacaville, Buck Eye,
Cache Creek, and Yolo, to Graffon, 75 miles and back, once a
week.

12516 From Benicia, by Cornelia, Barton's Store, Vacaville, Buck Eye, Cache Creek, and Yolo, to Grafton, 75 miles and back, once a week.

Leave Benicia Tuesday at 6 a m;

Arrive at Grafton next day by 5 p m;

Leave Grafton Thursday at 6 a m;

Arrive at Henicia next day by 5 p m.

12517 From Benicia, by Valleje, Napa City, and Santa Rosa, to Sonema, 38 miles and back, three times a week.

Leave Benicia Tuesday, Thursday, and Saturday at 6 a m;

Arrive at Senoma Monday, Wednesday, and Friday at 6 a m;

Leave Sonema Monday, Wednesday, and Friday at 6 a m;

Arrive at Henicia by 4 p m.

12518 From Martinez, by Alamo and San Ramon, to Mission San Jose, 40 miles and back, once a week.

Leave Martinez Tuesday at 6 a m;

Arrive at Masion San Jose Wednesday at 6 a m;

Arrive at Masion San Jose Wednesday at 6 a m;

Arrive at Masion San Jose Wednesday at 6 a m;

Arrive at Masion Cruz by 7 pm.

12519 From San Juan, by Watsonville and Sequel, to Santa Cruz, 30 miles and back, three times a week.

Leave San Juan Tuesday, Thursday, and Saturday at 12 m;

Arrive at Santa Cruz Monday, Wednesday, and Friday at 5 a m;

Arrive at Santa Jose, by Gilroy, San Juan, Natividad, and Salinas, to 1 Montercy, 75 miles and back, three times a week.

Leave San Jose Tuesday, Thursday, and Saturday at 5 a m;

Arrive at Santa Santa Santa Santa Saturday at 5 a m;

Arrive at Santa Santa Santa Santa Saturday at 5 a m;

Arrive at Santa Santa Santa Santa Saturday at 5 a m;

Arrive at Santa Santa Santa Santa Saturday at 5 a m;

Arrive at Santa Santa Santa Santa Saturday at 5 a m;

Arrive at Santa Santa Santa Santa Saturday at 5 a m;

Arrive at Santa Santa Santa Santa Saturday at 5 a m;

Arrive at Santa Santa Santa Santa Saturday at 5 a m;

Arrive at Santa Santa Santa Santa Saturday at 5 a m;

Arrive at Santa Santa Santa Santa Saturday at 5 a m;

Arrive at Santa Santa Santa Santa Santa Saturday at 5 a m;

Arrive at Santa S

a month.

Leave Monterey on the 1st and 15th of each month at 6 a m;

Arrive at San Luis Obispo in four days;

Leave San Luis Obispo on the 5th and 20th of each month at 6

a.m; Arrive at Monterey in four days. Bids to extend to Santa Barbara are invited; also bids to run

Bids to extend to Santa Barbara are invited; also bids to run weekly.

12022 From Los Angeles, by Tejon, Sebastian Benervation, and Keysville, to Visalia, 220 miles and back, twice a month,
Leave Los Angeles on the 1st and 15th of each month at 8 a m;
Arrive at Visalia in eight days.
Leave Visalia to the 1st and 15th of each month at 8 a m;
Arrive at Los Angeles in eight days.

125:29 From Los Angeles, by San Gabriel and Monte, to San Bernardi,
no, 60 miles and back, once a week.
Leave Los Angeles Monday at 8 a m;
Arrive at San Bernardino next day by 12 m;
Leave San Bernardino Medicaday at 8 a m.

Arrive at Los Angeles next day by 12 m.

125:24 From Los Angeles to San Petro, 28 miles and back, two or
three times a month, in connexion with the colost mail-steamors.

ers. Bidders to state schedule of arrivals and departures, From San Diego, by Santa Isabel, to Fort Yuma, 220 miles and back, twice a month.

Leave San Diege on the 5th and 20th of each month;

Arrive at Fort Yuma by the 13th and 28th of same r gave Fort Yuma on the 15th and 29th of each month;

Arrive at San Diego in one week.

Bids to extend by the way of Arizona, Tucson, and Mesilia
El Paso, Texas, by a schedule to be stated by the bidder,
invited

FI Paso, Texas, by a schedule to be stated by the bidder, are invited.

125:6 From Sonora, by Jacksonville, Big Oak Flat, Garrote, Maxwell's Crook, Spilt Rock, and Bondville, to Mariposa, 65 miles and back, twice is week.

Leave Sonora Mondays and Thursdays at 6 a m;
Arrive at Mariposa next days by 12 m;
Leave Mariposa Tuesdays and Fridays at 2 p m;
Arrive at Sonora next days by 6 p m.

125:27 From Quartzburg, by Indian Guich, Gwin, Leach's Store, Millerton, King's River, and Scottsburg, to Visalia, 120 miles and back, once a week.

Leave Quartzburg Monday at 6 a m;
Arrive at Visalia, next Wedinesday by 6 p m.

Leave Visalia Thursday at 6 a m;
Arrive at Quartzburg next Saturday by 6 p m.

125:28 From Columbia, by Angel's Camp, Fourth Crossing, and San Andreas, to Mokelumne Hill, 33 miles and back, three times a week.

week. Leave Colombia Tucsday, Thursday, and Saturday at 7 a m; Arrive at Mokelumne Hill by 4 p m; Leave Mokelumne Hill Monday, Wednesday, and Friday at 7

a iii;
Arrive at Columbia by 4 p m.

12529 From Stockton, by Knight's Ferry, Green Springs, Monteguma,
Jamestown, Sonora, and Shaw's Flat, to Columbia, 70 miles
and back, six times a week from the lat of May to lat of December, and three times a week the residue of the year.
Leave Stockton daily, except Sunday, at 6 a m;
Arrive at Columbia by 8 p m;
Leave Columbia daily, except Sunday, at 1 a m;

Leave Stockton daily, except Sunday, at 6 a m;
Arrivo at Columbia by 8 p m;
Leave Columbia daily, except Sunday, at 1 a m;
Arrive at Stockton by 3 p m.
From Stockton, by Foreman's Ranch, Haif Way House, and
Double Springs, to Mokelumne Hill, 45 miles and back, six
times a week
Leave Stockton daily, except Sunday, at 6 a m;
Arrive at Mokelumne Hill by 5 p m;
Leave Mokelumne Hill daily, except Sunday, at 5 a m;
Arrive at Stockton by 2 n m.

Arrive at Mckelumne Hill by 5 p m;
Leave Mckelumne Hill daily, except Sunday, at 5 a m;
Arrive at Stockton by 2 p m.

12551 From Stockton, by Loving's Ferry, Hore's Ranch, Suelling's
Ranch, Mercod Falls, Hornins, Quartzburg, Mount Ophir, and
Agua Fris, to Mariposa, 94 miles and back, twice a week.
Leave Stockton Tuesdays and Fridays at 7 a m;
Arrivo at Mariposa next days by 2 p m.
Isave Mariposa next days by 2 p m.
Isave Mariposa Patendays and Fridays at 7 a m;
Arrivo at Stockton next days by 2 p m.
Bids for three trips a week are invited.

12582 From Double Springs, by North Branch, San Andress, Fourth
Crossing, Angel's Camp, and Vallicita, to Marphy's, 34 miles
and back, three times a week.
Leave Double Springs Monday, Wednerday, and Friday at 12 m;
Arrive at Bouble Springs by 12 m.
Leave Marphy's by 7 p m;
Leave Marphy's by 7 p m;
Leave Marphy's by Indies and back, once a week.
Leave Drytown by Fridelatown, Codarville, and Brownsville, to
Indian Diggings, 30 miles and back, once a week.
Leave Indian Diggings by 5 p m;
Leave Indian Diggings by 5 p m;
Leave Indian Diggings Tuenday at 6 a m;
Arrive at Indian Diggings by 5 p m;
Leave Indian Douglings Daraday at 6 a m;
Arrive at Dnytown by 5 p m.
Bids to row Torm Secramento City, Instead of Drytown, during

Leave Indian Digrings Thursday at 6 a m; Arrive at Drytown by 5 p m. Hals to ron from Secramento City, instead of Drytown, during the dry season, are invited.

the dry season, are invited.

12634 From Sucramento City, by Ellioti's Ranch, Elk Grove, Staple's Ranch, Fugitt, and Wood's Ferry, to Stockton, 50 miles and back; three times a week.

Leave Sacramento City Tuesday, Thursday, and Saturday at 7 a m;

Arrive at Stockton by S.p.m;

Leave Stockton Monday, Wednesday, and Friday at 7 a m;

Leave Stockton Monday, Wednesday, and Friday at 7 a m;

Leave at Sucramento City by S.p.m;

Love Stockton Monday, Wednesday, and Friday at 7 a m;
Arrive at Sacramento City by 8 p m.

12635 From Sacramento City, by Costmine, Michigan Bar, Drytown,
Sutter Greek, and Jackaon, to Mokelumne Hill, 55 miles, six
times a week and back from 1st of May to 1st of December,
and three times a week the residue of the year.
Leave Sacramento City daily, except Sunday, at 6 a m;
Arrive at Mokelumne Hill sip 7 p m;
Leave Mokelumne Hill daily, except Sunday, at 4 a m;
Arrive at Sicramento City by 5 p m.

12636 From Sacramento City by 5 p m.

12636 From Sacramento City, by Folsom City, Russville, Mormon
Island, Salmon Falls, Filot Illit, and Greenwood, to Georgetown, 62 miles and back, six times a week.
Leave Sacramento City daily, except Sunday, at 6 a m;
Arrive at Georgetown by 7 p m;

Leave Georgelown duily, except Sunday, at 3 a m;
Arrive at Sucramento City, by 4 p m.

1257 From Bacramento City, by 4 p m.

1268 From Bacramento City, by 5 tecton, Clarkwille, Eldora House, Eldorado, Bamond Springs, Placerville, and Cold Springs, 16 of December, and tri-weekly the residue of the year.

Leave Sacramento City by 5 p m;

Leave Coloma duly, except Sunday, at 2 a m;
Arrive at Coloma by 5 p m;

Leave Coloma duly, except Sunday, at 2 a m;
Arrive at Sacramento City, by Fremout, Grafton, Peairie, Antelope, Grand Island, Colons, Princeton, Monroeville, and Moore's Ranch, to Telama, 127 miles and back, cace a week.

Leave Sacramento City thans, 124 miles and back, acce a week.

Leave Sacramento City thans, 125 miles and back, acce a week.

Leave Telama, Thuraday at 5 a m;
Arrive at Sacramento City ext. Saturday by 6 p m.

Bide embracing tri weekly service in sleamboats on the part to Calos are invited.

12539 Freen Sacramento City, by Coon Creek, Johnson's Ranch, Round Tent, Rough and Beady, and Grass Valley, to Nevada City, 65 miles and back, six times a week from list of April to lat of December, three times a week the reside of the year.

Leave Sacramento City daily, except Sunday, at 6 a m;
Arrive at Nevada City daily, except Sunday, at 6 a m;

Leave Nevada City daily, except Sunday, at 6 a m;

Arrive at Sacramento City by 8 p m.

12540 From Sacramento City by 8 p m.

Leave Sacramento City, by Nicelaus, to Maryaville, 45 miles and back, six times a week, in steamers and coaches.

Leave Sacramento City daily, except Sunday, at 6 a m;

Arrive at Maryaville by 2 p m;

Leave Maryaville daily, except Sunday, at 6 a m;

Arrive at Maryaville by 1 p m;

Leave Auburn Tuesday and Friday at 8 a m;

Arrive at Auburn by 3 p m.

12541 From Maryaville, by Honcucut, Hansonville, Forbestown, Strawberry Valley, Bangor, Woodville, Rabbittown, and St. Louis, to Gibsonville, 75 miles and back, twice a week from lat of April to 1st of November, once a week the remainder of the year.

Leave Maryaville Monlays and Fridaya a

year.

Leave Marysville daily, except Sunday, at 6 a m;

Arrive at Necueda City by 5 p m;

Leave Nevada City by 5 p m;

Leave Nevada City daily, except Sunday, at 7 a m;

Arrive at Marysville by 5 p m.

From Diamond Springs, by Newtown and Henry's Diggings, to Grizzly Fiat, 34 miles and back, once a week.

Leave Diamond Springs Tuesday at 6 a m;

Arrive at Grizzly Fiat by 4 p m;

Leave Grizzly Fiat Wednesday at 6 a m;

Arrive at Diamond Surings by 4 p to.

Leave Grizzly Flat Wednesday at 6 a m;
Leave Grizzly Flat Wednesday at 6 a m;
Arrive at Diamond Springs by 4 p m.
12548 From Placerville, by Kelsey's and Spanish Flat, to Georgetown,
18 miles and back, twice a week.
Leave Placerville Tuesday and Friday at 7 a m;
Arrive at Georgetown by 2 p m;
Leave Georgetown Wednesday and Saturday at 6 a m;
Arrive at Flacerville by 2 p. m;
12549 From Placerville to Carson Valley, Utah Territory, 75 miles and
back, once a week from lat of May to 1st of November, and
ence a month the residue of the year.
Leave Flacerville Menday at 8 a m;
Arrive at Carson Valley next Wednesday by 12 m;
Leave Carson Valley next Saturday by 12 m.
Arrive at Placerville next Saturday by 12 m.
Proposals to run by a schedule giving the rest time at Carson
Valley will be considered.
12550 From Placerville, by Newtown, to Indian Diggings, and back,
once a week.
Bidger to state schedule and distance.

12050 From Placerville, by Newtown, to Indian Inggings, and back, once a week.

Bidders to state schedule and distance. Bids for more frequent service will be considered.

12551 From Nevada City, by Hoy's Crossing, Sweetland, Sebastopol, San Juan in Nevada county, and Truman's Crossing, to Camptonville, once a week and back.

Bidders to state distance and schedule of arrivals and departures.

ures. com Nevada City, by Patterson, Emory's Crossings, Plum Val-lev. and Forrest City, to Downieville, 40 miles and back,

ures.

From Nevada City, by Patterson, Emory's Crossings, Plum Valley, and Forrest City, to Downieville, 40 miles and back, three times a week from 1st of April to 1st of January, and once a week the residue of the year.

Leave Nevada City Monday, Weduesday, and Friday at 6 a m; Arrive at Downieville Tuesday, Thursday, and Saturday at 6 a m; Arrive at Nevada City by 8 p m.

From Groville, by Biswell's Bar, Pea Vine, Brush Creek, and Meadow Valley, to Quincy, 66 miles and back, once a week. Leave Oroville Tuesday at 7 a m;

Arrive at Quincy next day by 4 p m;

Leave Quincy Thursday at 7 a m;

Arrive at Oroville next day by 4 p m;

Leave Quincy Thursday at 7 a m;

Arrive at Oroville next day by 4 p m.

Leave Quincy Thursday, Thursday, and Saturday at 6 a m;

Arrive at Weaverville by 8 p m;

Leave Weaverville Monday, Wednesday, and Friday at 6 a m;

Arrive at Shasta Viseday, P m.

Leave Weaverville Monday, Wednesday, and Friday at 6 a m; Arrive at Shasta by 8 p m.
From Shasta, by French Gulch, Minersville, Trinity Centre, and Otthiewa, to Yreka, 100 miles and back, twice a week.
Leave Shasta Monday and Thursday at 12 m; Arrive at 1 Yreka next Wednesday and Saturday by 6 p m; Leave Yreka Monday and Thursday at 6 a m; Arrive at Shasta next Wednesday and Saturday by 12 m.
Buts for more frequent trips are invited.
From Uniontown, by Cox's Ranch and Big Bar, to Weaverville, 90 miles and back, once a week.
Leave Eniontown Monday at 6 a m:

90 miles and back, once a week.
Leave Uniontown Monday at 6 a m;
Arrive at Weaverville next Wednesday by 8 a m;
Leave Weaverville Taursday at 6 a m;
Arrive at Uniontown next Saturday by 8 a m.
From Trinidad, by Orleaus Bar and Forks of Salmon, to Restville, 98 miles and back, once a week from 1st of May to 1st of November, and once a mouth the residue of the year.
Leave Trinidad Monday at 6 a m;
Arrive at Restville next Wednesday by 6 p m;
Leave Restville Taursday at 6 a m;

Arrive at Restville next Wednesday by 6 p m; Leave Restville Thursday at 6 a m; Arrive at Trinidad next Satorday by 6 p m. From Creacoatt City, by Waldo, Kirbyville, and Cloverville, Jacksonville, Oregon, 96 miles and back, once a week. Leave Crescent City Monday at 6 a m; Arrive at Jacksonville Thursday at 6 a m; Arrive at Crescent City Saturday by 6 p m.

12701 From Asteria, by Cathlamet, Wash, Ter., Oak Point, Rainier, Oregon, St. Helen, Lake River, Wash., Vancouver, Souvie's Island, Or., Portland, Milwaukie, and Oawego, Wash, Ter., to Oregon City, Or., 144 miles and back, twice a week, in steamheate. Leave Asteria Tuesday and Saturday at 9 a m;

in steanboats.

Leave Astoria Tuesday and Saturday at 9 a m;
Arrive at Oregon Giy next days by 3 p m;
Leave Oregon City Monday and Thursday at 7 a m;
Arrive at Astoria next days by 5 a m;
Hids to run by a different schedulo will be considered.

12702 From Portland, by Occola, Hilaboro, Tunlatin, and Wapatoo, to
La Fayette, 45 miles and back, once a week.
Leave Portland Monday at 7 a m;
Arrive at La Fayette next day by 9 a m;
Leave La Fayette Tuesday at 2 p m;
Arrive at Portland next day by 4 p m.

12703 From Oregon City, by Yam Hill, Buteville, Champong, Fairfield,
Salem, Eola, Independence, Hoomington, Liberty, and Albany, to Corvallis, 95 miles and back, twice a week.
Leave Oregon City Monday and Thursday at 7 a m;
Arrive at Corvallis, 95 miles and back twice a week.
Leave Corvallis Tuesday and Friday at 7 a m;
Arrive at Oregon City next days by 5 p m.

12704 From Cervallis, by Starr's Point, Franklin, Long Tom, Stusclaw, and Yoncalla, to Oakland, 90 miles and back, once a
week.
Leave Oervallis Wedinesday at 6 a m;
Arrive at Oakland next day by 6 p m;
Leave Oakland Wedinesday at 6 a m;
Arrive at Oakland next day by 6 p m;
Leave Oakland Medinesday at 6 a m;
Arrive at Oakland oaxt day by 6 p m;
Leave Oakland Coate Fork of Willamette, to Oakland, 100 miles
and back, once a week.
Leave Orvallis Wedinesdays at 7 a tm;
Oakland, 100 miles
and back, once a week.
Leave Orvallis Wedinesdays at 7 a tm;

Arrive at Corvallis next day by 6 p m.

5 From Corvallis, by Kinney's, Marray's, Engene City, Cottage
Grove, and Coast Fork of Willamette, to Cakland, 100 miles
and back, once a week.
Leave Corvallis Wednesdays at 7 a m;
Arrive at Cokland Fridays by 4 p m;
Leave Cakland Fridays at 7 a m;
Arrive at Corvallis Mondays by 4 p m.
Bids to end at Winchester are invited.
6 From Corvallis Mondays by 4 p m.
Bids to end at Winchester are invited.
6 From Corvallis Mondays by 4 p m.
Bids to end at Winchester are invited.
6 From Corvallis Mondays by 4 p m.
Leave Lar Fayette per days at 6 a m;
Arrive at Lar Fayette next days by 12 m;
Leave Lar Fayette Tuesdays at 1 p m;
Arrive at Corvallis mondays at 6 a m;
Arrive at Corvallis next days by 6 p m.
7 From Salem, by Doak's Ferry and Mount Hood, to La Fayette,
45 miles and back, once a week.
Leave Carvallis and back once a week.
Leave Lar Fayette Tuesdays at 6 a m;
Arrive at La Fayette by 8 p m;
Leave Lar Fayette Tuesdays at 6 a m;
Arrive at Lar Eagend by 5 p m.
16 From Salem, by Santiam City, Central, Washington Butte,
Calapogos, Union Fotts, Fine, Willamette Forks, McKenzie,
and Eugene City, to Pleasant Hill, 80 miles and back, once a
week.
Leave Salem Tuesdays at 12 m;
Arrive at Pleasant Hill, 80 miles and back, once a
week.

week.
Leave Salem Tuesdays at 12 m;
Arrive at Pleasant Hill Fridays by 6 p m;
Leave Pleasant Hill Saturdays at 6 a m;
Arrive at Salem Tuesdays by 10 a m.
From North Canyonville, by Galesville, Leland, Gold River,
Jacksonville, Pheneix, Ashland Mills, Tlamath, Cal., and
Henley, to Yreks, Cal., 140 miles and back, once a week.
week.

Jacksonville, Phoenix, Ashiaba Mills, Thamab. Cal., and Henley, to Yreka, Cal., 140 miles and back, once a week. week.
Leave North Canyouville Monday at 7 a m;
Arrive at Yreka next Thursday by 6 p m;
Leave Yreka Satorday at 7 a m;
Arrive at North Canyouville next Tuesday by 6 p m.

12710 From North Canyouville by Myrtle Creek, Round Frairie,
Alder Brook, Roseburgh, and Winchester, to Gakland, 47 miles and back, cone a week.
Leave North Canyouville Thursday at 5 a m;
Arrive at Oakland by 8 p m;
Leave Oakland Satorday at 5 a m;
Arrive at North Canyonville by 8 p m.

12711 From Oakland, by Kellog; Elkton, Nootlaburg, and Gardiner City, 100 Umpqua City, 65 miles and back, once a week.
Leave Oakland Satorday at 12 m;
Arrive at Umpqua City Monday by 2 p m;
Leave Umpqua City Monday by 2 p m.
Leave Umpqua City Monday by 3 p m.

12712 From Albany, by Barlington and Harrisburg, to Willamette Forks, 50 miles and back, once a week.
Leave Albany Thursday at 6 a m;
Arrive at Willamette Forks Eriday at 2 p m;
Arrive at Albany next day by 8 p m.

12713 From Fort Orford, by Randolph and Coos Bay, to Gardiner City, 85 miles and back, once a week.

Leave Fort Orford Monday at 7 a.m.

Arrive at Gardiner City Thousday at 9 3 p m;

Leave Gardiner City Thousday at 7 a.m.

Arrive at Fort Orford Starday by 3 p m.

Proposals to ron, after passing Coos Bay, via Mooth of Coquelle, and end at Umpqua City, about the same distance as advertised, are invited.

12714 From Fort Orford, by Randolph and Empire City, to Winchester, and back, once a week.

Bedders to state schedule and distance.

WASHINGTON.

12750 From Bainier, Or., by Monticollo, Wash. Ter., Caetia Rock, Opwlitz, Highland, Newaucum, Grand Mound, and Sutier Creek, to Stellacoom City, 110 miles and back, once a week.

Leave Rainier Netheeday at 6 a m;
Arrive at Stellacoom City sett Friday by 2 p m;
Leave Stellacoom City sturday at 6 a m;
Arrive at Rainier next Monday by 2 p m.
Hids to extend to Seattle, 33 miles further, will be considered.

12751 From Vancouver, by Cascades, to Wascopum, Oregon, 95 miles and back, once in two weeks.

Leave Vancouver every other Wednesday at 10 a m;
Arrive at Wascopum next Friday by 12 m;
Leave Wascopum every other Monday at 6 a m;
Arrive at Wascopum every other Monday at 6 a m;
Bids for more frequent trips will be considered.

12752 From Cowlitz to Boise Fort Prairie, 15 miles and back, once a week.

12752 Prom Cowlitz to Boise Fort Prairie, 15 miles and back, once a week.

Lawe Cowlitz Thursday at 9 a m;
Arrive at Boise Fort Prairie by 2 p m;
Leave Boise Fort Prairie by 2 p m;
Leave Boise Fort Prairie by 2 p m;
Leave Boise Fort Prairie by 2 p m;
12763 From Oak Point, by Boise Fort Prairie, 10 Grand Mound, 50 miles and back, once in two weeks.
Leave Oak Point every other Priday at 6 a m;
Arrive at Grand Mound every dier Priday at 6 a m;
Arrive at Grand Mound every other Wednesday at 6 a m;
Arrive at Gak Psint hext day by 6 p m;
Leave Grand Mound every other Wednesday at 6 a m;
Arrive at Gok Psint hext day by 6 p m.

12764 Prom. Olympia, by Eaton's and Yohn Prairie, to Fort Montgonery, 40 miles and back, once in two weeks.
Leave Olympia every other Monday at 7 a m;
Arrive at Fort Montgomery by 8 p m;
Leave Fort Montgomery by 8 p m;
Leave Fort Montgomery weery other Taesday at 7 a m;
Arrive at Olympia by 8 p m.
12755 From Olympia, by Bruceport, Oysterville, Chenock, and Pacific City, to Astoria, Oregon, once in two weeks and back to Chenock, and once a week the residue.
Bidders to state distance and schedule of arrivals and departures.

Proposals to run the entire route once a week are invited.

ures.
opossals to run the entire route once a week are invited.
com Olympia, by Arcadia, to Oakland, and back, once a week
dders to state distance and schedule of arrivals and depart

From Salt Lake City, by Lehigh City, American Fork, Prove City, Springville, Payson, Santaquin, Salt Creek, Fillmore City, Parowan, Fort Johnson, Cedar City, Bringhurst's, N. Mex. Santa Clara, California, Son Bernardino, Monte, San Gabriel, and Los Angeles, to San Pedro, 917 miles and back

Gabrie, and the month.
Leave Sait Lake City on the 5th of each month;
Arrive at San Pedro by the 1st of the following month;
Leave San Pedro on the 5th of each month;
Arrive at Sait Lake Oity by the 1st of the following month.
Bids to run twice a month will be considered; also, bids for acquarate parts to and beyond Cedar City, (280 miles from the 1st of the City).

Leave San Pedro on the 5th of each month;
Arrive at Sait Lake Oity by the last of the following month.
Bids to run twice a month will be considered; also, bits for the
separate parts to and beyond Cedar City, (280 miles from
Sait Lake City.)

2 From Sait Lake City, by Neff's Mills, Mill Creek, Mormon, and
Holladay's Settlement, to Alpine City, 40 miles and back,
once a week.

Leave Sait Lake City Thursday at 6 a m;
Arrive at Alpine City next day by 10 a m;
Leave Alpine City Thursday at 3 p m;
Arrive at Sait Lake City, by Union, Draper, Lehigh City, Gardner's
Mills, American Fork, Pleasant Grove, Provo City, Springville, Spanish Fork, Payson, Santaquin, Sait Creek, and
Ephraim, to Manit, 140 miles and back, once a week.
Leave Sait Lake City Thursday at 6 a m;
Arrive at Manti Saturday by 8 p m;
Leave Manti Monday at 6 a m,
Arrive at Sait Lake City Thursday at 6 m;
Arrive at Sait Lake City Thursday and Thursday at 6 a m;
Arrive at Sait Lake City, by Stoker, Centreville, Farmington, Kaysville, and Ogden City, to Brigham City, 65 miles and back, twice a week.

Leave Sait Lake City Monday and Thursday at 6 a m;
Arrive at Sait Lake City Monday and Thursday at 2 p m;
Arrive at Sait Lake City Monday and Thursday at 2 p m;
Arrive at Sait Lake City Thoselay and Friday at 2 p m;
Arrive at Sait Lake City, by Toole City, to Grantsville, 55 miles
and back, once a week.

Leave Sait Lake City, by Toole City, to Grantsville, 55 miles
and back, once a week.

Leave Sait Lake City, by Toole City, to Grantsville, Mount Fleasant, West
Jordan, Fort, Herriman, and Gardner's Mills, to Cedar Valley,
(South Fort,) 58 miles and back, once a week.

Leave Sait Lake City thursday at 6 a m;
Arrive at Codar Valley Friday at 2 p m;
Arrive at Sait Lake City Intrady at 6 a m;
Arrive at Sait Lake City Intrady at 6 a m;
Arrive at Codar City, by Horday at 7 p m;
Arrive at Sait Lake City Intrady at 9 p m;
Arrive at Sait Calcar City very other Thursday at 8 a m;
Arrive at Sait Calcar City over other Monday at 8 a m;
Arrive at Codar City were of the

NEW MEXICO.

NEW MEXICO.

12851 From Santa Fe, by Alameda, Albuquerque, Algodones, Socorro, Fort Craig, Las Cruces, Bernalillo, Los Lunas, Fort Fillmore, and Frontero, Texas, to El Paso, Texas, 300 miles and back, twice a mouth.

Leave Santa Fe on the 10th and 25th of each month; Arrive at El Paso in eight days;

Leave El Paso on the 7th and 23d of each month; Arrive at Santa Fe in eight days.

Bids for weekly trips will be considered; also, for the separate parts to and beyond Albuquerque.

12852 From Santa Fe, by Los Luceros, to Fernando De Taos, 70 miles and back, once a week.

Leave Santa Fe Monday at 8 a m; Arrive at Fernando De Taos Wednesday by 10 a m; Loave Fernando De Taos Thursday at 8 a m; Arrive at Santa Fe Saturday by 10 a m.

12853 From Las Cruces, by Mesilla, to Tucson, and back, once a week.

Bidders to state the distance, and schedule of arrivals and de-

week.

Bidders to state the distance, and schedule of arrivals and departures by which they propose to run.

12854 From Tucson, by Arizona and Colorado City, to San Diego, Cal., and back, twice a month.

Bidders to state distance and schedule.

Proposals to extend, by commencing at El Paso, Texas, will be considered.

considered.

12855 From Albuquerque, by Zuni, to Visalia, (Woodville,) Cal., 1,200 miles and back, once a month.

Bidders to state schedule, which is to connect closely with route 12851.

Proposals for more frequent trips will be considered.

INSTRUCTIONS, INSTRUCTIONS,

Containing conditions to be incorporated in the contracts to the extent the department may deem proper.

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for asserting the mails.

2. Railroad and steamboat companies are required to take the mail from, and deliver it linto, the post offices at the commencement and end of their routes, and to and from all offices not more than eighty reds from a station or landing. Proposals may be submitted for the performance of all the side service—that is, for offices over eighty rods from a station or landing.

a. No pay will be made for trips not performed; and for each of such cunissions, not satisfactorily explained, three times the pay of the trip may be deducted. For arrivals so far behind time as to break conscious with depending matle, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. Deduction will also be ordered for a grade of performance inferior to that specified in the contract. For repeated delinquencies of the kind horein specified, enlarged penalties, proportioned to the nature thereof and the importance of the mail, may be made.
4. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting.

4. For leaving behind or throwing off the malls, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.
5. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of pestmasters, or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from or deliver it into a post office; for suffering it (owing either to the unsuitableness of the place or mainer of carrying it) to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat on a route.

a route.

6. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violating the post office laws, or disobeying the instructions of the department; for refusing to discharge a carrier when required by the department to do so; for assigning the contract without the assent of the Postmaster General; for running an

omoneying the instructions of the department; for refusing to discharge a carrier when required by the department to do so; for assigning the contract without the assent of the Postmaster General; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

7. The Postmaster General may order an increase of service on a route by allowing therefor a pro-rata increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connexions with railroads, without increase of pay, provided the running time be not abridged. He may also order an increase of pay for the additional stock or carriers, if any. The contracts may, however, in the case of increase of speed, relinquish the contracts may, however, in the case of increase of speed, relinquish the contracts may, however, in the case of increase of speed, relinquish the contract or may, however, in the case of increase of speed, relinquish the contract or may, however, in the case of increase of speed, relinquish the contract or any, however, in the case of increase of speed, relinquish the contract or may, however, in the case of increase of speed, relinquish the contract or any, however, in the case of increase of speed, relinquish the contract or require the amount of the public interests do not require the amount of the public interests do not require the amount of the public interests do not require the amount of the public interests do not require the amount of the public interests do not require the service by collections from, or drafts on, postmasters, or otherwise, after the explantion of each quarter—say in February, May, August, and November.

9. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied be correctly stated. Bidders must information is the degree of service; nor for bridges destroyed, or other obstructions

contract term, are to be visited without extra pay, if the distance be not increased.

10. A bid received after the last day and hour named, or without the guarantee required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal reasonable in amount.

11. Bidders should first propose for service strictly according to the advertisement, and then, if they desire, egaradely for different service, and if the regular bid be the lowest offered for the advertised service, the other propositions may be considered.

12. There should be but one route bid for in a proposal.

13. The route, the service, the yearly pay, the name and residence of the bidder, (that is his usual post office address), and these of each member of a firm, where a company offers, should be distinctly stated; also the mode of conveyance, it a higher mode than borschack be intended. The words "with due celerity, cutainty, and security," in seried to indicate the mode of conveyance, will contitude a "size bid," when a "star bid," is intended, no specific conveyance must be named.

14. Bidders are requested to use, as far as practicable, the printed form of proposals fornished by the department, to write out is full the sum of their bids, and to retain copies of them.

FORM OF PROPOSAL. i, of county of State of propose to convey the mails of the United States from July 1, 1888, to June 30, 1892, on route No. from to agreeably to the advertisement of the Postmeater General dated October 22, 1887, and by the following mode of conveyance, viz. for the annual sum of dollars.

This proposal is made with full knowledge of the distance of the route,

GUARANTEE

CERTIFICATE.

(Signed.)

15. Altered bids should not be submitted; nor should bids once submitted be withdrawn.

Each bid must be guarantied by two responsible persons. General guarantees cannot be admitted. The bid and guarantee should be signed plainly with the full name of each person.

The department reserves the right to reject any bid which may be deemed extravagant, and also the hids of falling centractors and bidders.

be deciment extravagant, and also the more of nating contractors and bidders.

16. The bid zhould be scaled; superscribed "Mail Proposals, State or Territory of (as the case may be) _____," addressed "Second Assistant Postmaster General," Contract Office, and sent by sault, not by or to an agent; and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

17. The contracts are to be executed and returned to the department by or before the 1st of August, 1858, but the service must be commenced on the 1st July or the mail day next after that date, whether the contracts be executed or not. No proposition for transfers will be considered until the contracts are executed and retories at the department; and then no transfers will be allowed unless good and sufficient reasons therefor are given, to be determined by the department.

sufficient reasons therefor are given, to be determined by the depart-ment.

18. Section 18 of an act of Congress, approved March 3, 1845, pro-vides that contracts for the transportation of the mail shall be let "in every case to the lowest bidder tendering sufficient guarantees for raishful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." Under this law a new description of bists has been received. They do not specify a mode of conveyance, but engage to take the entire mail each trip with celerity, certainty, and security, using the terms of the law. These bids are styled, from the manner in which they are designated on the books of the department, "data beld," and they will be construed as providing for the conveyance of the entire mail, however large, and whatever may be the mode necessary to insure its "celerity, certainty, and security."

whateer may be the most encessary to insure it "celerity, cortainty, and security."

19. In all cases where the lowest grade of service is believed to be sufficient, the lowest bid will be accepted, if duly guaranted, in preference to a "star" or specific bid.

When the lowest bid is not a star bid, and specifies either no mode or an inadequate mode of conveyance, it will not be accepted, but act aside for a specific bid proposing the necessary service.

When the bid does not specify a mode of conveyance; also, when it proposes to carry "according to the advertisement," but without such specification, it will be considered as a proposal for horseback service.

20. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with a regular competition, after the last hour set for receiving bids.

21. Fostmasters are to be careful not to certify the sufficiency of guarantors or survices without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, and survices are distinctly notified that, on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. Present contractors, and persons known at the department must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a postmaster or by a judge of a court of record.

ARRON V. BROWN.

AARON V. BROWN,

PORT OFFICE DEPARTMENT, October 22, 1857. Oct 24—1aw12w

Non-Explosive Etherial Oil! Non-Explosive Etherial Oil:

THE frequent and heart-rending results from the use of etherial oil and other liquids for illuminating purposes has led to the invention of a substance which affords all the advantages of those preparations, without any danger from explosion? and smokes less and burns for a longer period; which facts will at all times be demonstrated by the subscriber, who is the agent for its sale in the Pistrict of Commbia. He will sell the non-explosive etherial oil many quantity, at the rates charged for its fearing and dangerous, and cometimes fatal, namesake, at the only depot for its sale in this city, Corner of Eleventh street and E street north. Oct 16—codém

Washington Branch Railroad.

FROM Washington Branch Railroad.

Frains run as follows:

FROM Washington at 6, a. m., connecting at Relay with trains for the West, and at Baltimore with these for Philadelphia and New York.

At 8.30, a. m., for Annapolis, Baltimore, Philadelphia, and New York.

At 3, p. m., for Baltimore and Norfolk, and at Relay with Frederick train. k train.

Express at 4.20, p. m., at Relay for the West, and for Annapolis, altimore, Philadelphia, and New York.

On Sunday at 7, a. m., and 4.20, p. m.

On Sunday at 7, a. m., and 4.20, p. m.

Prom Baltimore for Washington.

At 4.15 and 5.15, a. m., and at 3 and 5.15, p. m.

On Sunday at 4.15, a. m., and 5.15, p. m.

T. H. PARSONS, Agent.

June 13 THE NEW YORK AND LIVERPOOL UNITED

The Atlantic The Baltic . The Adriatic These ships having been built by contract expressly for government or you can be been taken in their construction, as also in their engines, to insure strength and speed; and their accommodation or passengers are unequalled for elegance and comfort.

Price of passage from New York to Liverpool in first cabin, \$130 as econd_cabin, \$75. Prom Liverpool to New York, 30 and 20 to the property of the passenger of the property of the property of the passenger of the property of th

An experienced surgeon attached to each ship. No berths can be secured until paid for.

PROPOSED DAT	ES OF BAILING.	1
From New York.	From Liverpool.	l
aturday April 26, 1856.	Wednesday May 14, 1856.	1
aturday May 10, 1856.		1
aturday May 24, 1856.		1
aturday June 7, 1856.	Wednesday June 25, 1856.	1
aturday June 21, 1856.	Wednesday July 9, 1856.	١
aturday July 5, 1856.	Wednesday July 23, 1856.	1
sturday July 19, 1856.	Wednesday Aug. 6, 1856.	1
aturday Aug. 2, 1856.	Wednesday Aug. 20, 1856.	4
aturday Aug. 16, 1856.	Wednesday Sept. 3, 1856.	1
aturday Aug. 30, 1856.	Wednesday Sept. 17, 1856.	1
atorday Sept. 13, 1856.	Wednesday Oct. 1, 1856.	ı
aturday Sept. 27 4856.	Wednesday Oct. 15, 1856.	1
aturday Oct. 11, 56.	Wednesday Oct. 1856.	1
eturday Oct. 25, 1856.	Wednesday Nov. 12, 1856.	1
aturday Nov. 8, 1856.	Wednesday Nov. 26, 1856.	4
aturday Nov. 22, 1856.	Wednesday Dec. 10, 1856.	1
sturday Dec. 6, 1856.	Wednesday Dec. 24, 1856.	1
aturday Dec. 20, 1856.	Westlemany Dec. 24, 1856.	1
For freight or passage apply to		1

for freight or passage apply to
EDWARD K. COLLINS,
No 56 Wall street, N. Y. No 56 Wall street, S. CO., Elverpool. STEPHEN KENNARD & CO., 27 Austin Friars, London. B. G. WAINWRIGHT & CO.

Paris
The owners of these ships will not be accountable for gold, silvedilion, specie, jewelry, precious stones, or metals, unless bills of ling are signed therefor, and the value thereof therein expressed.

May 1—dif

For All Parts of the West. BALTIMORE AND OHIO RAILROAD.

NEW AND IMPROVED ARRANGEMENTS.

THREE TRAINS DAILY from Baltimore, for Cumberland, Wheeling, and all parts of the West.

1st. The ACCOMMODATION TRAIN will leave (except Sunday) at 6.45, a.m., connecting with trains from Philadelphia; first train from Washington (at Junction) will stop at way stations and arrive at Cumberland at 4 o'clock, p. m.

2d. The MAIL TRAIN leaves Camdon Station daily (except Sunday) at 2 no. and reaches Wheeling by 4 a.m., connecting at Ben-

at 8.30, a. m., and reaches Wheeling by 4, a. m., consecting at Benwood with trains for Columbus, Cincinnati, Dayton, Indianapolis, Louisville, Cleveland, Toledo, Detroit, Chicago, St. Louis, Cairo, and intermediate points.

3d. The EXPRESS TRAIN leaves daily at 7, p. m., counciling with express trains for Cincinnati, St. Louis, Caire, Chicago, and intermediate places. The distance to Cincinnati and other central and southern places in the West is nearly 100 miles shorter than by any other route. The time to these places is also unsqualled.

Baggage checked through to Columbus, Cincinnati, Indianapells, and St. Louis.

Passenteers and baggage transferred at all points free.

Passengers and baggage transferred at all points free.
THROUGH TICKETS will be sold to all the large towns in the West

THROUGH TICKETS will be sold to all the large towns in the West, at the lowcat possible rates, at the ticket office, Camden Station, and at Washington city.

A second-class car is attached to the mail train.

Passengers from Baltimore or Washingten may view the entire road by doylight by taking accommodation or mail train, and lying over at Cumberland or Oakland. They resume next morning by the express train, which leaves Cumberland at 2.50, a. m., and roaches Wheeling at 2, p. n.

Passengers from Washington have ample time for meals at Washington Junction.

This is the only route by which through tickets and baggage checks can be obtained in Washington.

oan ne cotainea in washington.

For WAY PASSENGERS.

The accommodation train, at 6.45, will stop at all stations cast of Cumberland, and the express at stations beyond Fledmont going west. Eastwardly, the mail train leaves Wheeling at 7.15, a. m., and accommodation leaves Cumberland at 8.30, reaching Baltimore at 3.45, p. m.

The FREEDRICK TRAIN starts at 4, p. m., (accept Sunday,) stopping at way stations. Leaves Frederick at 9, a. m., arriving at Baltimore at 12.30, noon.

The ELLICOTTS MILLS TRAIN leaves Camben Station at 6, a. m., and 3.30, p. m. Leaves Ellicott's Mills at 7.30, a. m., and 7.30, p. m., except Sunday.

W. N. WOODSTDE. FOR WAY PASSENGERS.

For Kansas and Missouri River.

THE PACIFIC RAILROAD is now running two daily trains between St. Louis and Jefferson city, counceting with the "Lightning Line" of Missouri-river packets, that leaves Jefferson city daily on the arrival of the express train, carrying the mails and pastengers for Booneville, Glargow, Lexington, Kanssa, Leavenworth, Weston, St. Joseph, and all intermediate points.

Through from St. Louis to Kanssa in 48 hours, and from 24 to 36 hours shead of boats starting from St. Louis.

The Lightning-Line packets are equal to any bests in the trade, and, being required to run on schedule time with the mails; passengers are never delayed waiting for freight at towns as their way. Through tickets can be purchased in the principal cities of the United States, or at the offices in St. Louis.

May 22—diff

NEW YORK ADVERTISEMENTS.

IT IS NOT A DYE.

Mrs. S. A. Allen's World's Hair Restorer. Mrs. S. A. Allen's Zylobalsamum.

World's Hair Dressing, is essential to use with the Restorer, and is best hair dressing for old or young extant, being often efficacious cases of hair falling, &c., without the Restorer. V. H. V. DEGEN, Editor Guide to Holiness. "We can testify to its

effects, 'dec.

PRESIENT J. H. EATON, IJ. D., Murfreeaboro', Tenn. "Notwithstanding irregular use, the falling off of hair ceased, and my gray
locks restored to original color," &c.

REV. S. B. MORLEY, Attleboro', Massachusetta. "It has changed the
"Crown of Glory," belonging to old men, to the original hue of
youth," &c.

REV. M. THACHER, 60 years of age, Pitcher, Chenango county,
New York. "My hair is now restored; it is nothing like a dye,"

New York. "My hair is now restored; it is nothing like a dye,"
&c.

REV. D. T. WOOD, Middletown, New York. "My own hair and
that of another of my family has greatly thickneed, where almost
baid," &c.

REV. J. MCREEL, Sanwich, Conn. "B has met my most sanguine
REV. W. PORTEUR, Stanwich, Conn. "B has met my most sanguine
REV. J. F. GRISWOLD, Washington, N. H. "B is really efficacious in
restoring the hair," &c.

REV. G. M. SPRATT, Lowisburgh, Poinsylvania. "We can and do
cheerfully recommend it," &c.

REV. J. F. TUSTIN, Charleston, S. C. "The white hair has become
obvinted," &c.

REV. AMOS BLANCHARD, Meriden, N. H. "We think very highly of
your preparation," &c.

REV. AMMS BLANCHARD, Meriden, N. H. "We hink very highly of your preparation," burgh, N. Y. "I was surprised to find my hair turn as when I was young," &c. REV. C. M. CLINCH, Lewisburgh, Penn. "R has stopped my hair falling and caused a new growth," &c. REV. A. FRINK, Chatauque county, N. Y. "I am satisfied and recommend it."

ommend it."
REV. D. MORRIS, Cross River, New York. "It is the best preparation extant."
REV. WM. CUTTER, Editor Mothers' Magazine, New York, "recom mends it."

We might awell this list, but, if not convinced, TRY IT.

We export these preparations to Europe even, and they are superseding all others there as well as in the United States.

It does not cell or states. Soid by all the principal wholesale and retail merchants in the U. S., Cuba, or Canada.

Depot, 355 Broome street, N. Y., where address all letters and inquiries.

Some dealers try to sell articles instead of this on which they nake more profit. Write to depot for circular, terms, and información. Genuine is signed, Mrs. S. A. Allen, written in ink. Beware of

Wheeler & Wilson.

MANUFACTURING COMPANY'S IMPROVED SEWING MACHINES,

Finalities, Manufacturers, and Others.

THESE machines combine all the improvements that have been invented. Their extensive and increasing sale, and the unanimous approval and commendation that they have received, warrant the proprietors in warmly recommending them. They have been in use sufficiently long to test them thoroughly, and have given entire satisfaction.

Among the undoubled security in the contraction of the contra

are:

1st. Beauty and simplicity of construction, and consequent freedom from derangement and need of repairs.

2d. Unexampled case and rapidity of operation.

3d. Noiseless movement.

4th. The remarkable perfection of their stitching, and their applicability to a variety of purposes and materials.

Principal office No. 3d3 Broadway, New York; and at their agencies in the principal cities of the Union.

May 26—1y*

Fashionable Dry Goods in New York. A N immense assortment of seasonable fabrics con-stantly on band ; also, a full and ATTRACTIVE STOCK OF CARPETINGS,

Oil-cloths, mattings, rugs, mats, curtain materials, lace cur cornices, window shades, &c., &c., &c., MUCH BELOW REGULAR PRICES! LORD & TAYLOR, 255, 257, 259, and 261 Grand stree and 47 and 49 Catharine str

Matthew Hale Smith, COUNSELLOR AT LAW, Rooms 22, 24, No. 16 Wall street, New York.

Cyrus W. Field & Co., WHOLESALE PAPER DEALERS, No. 11 Cliff street, New York, NVITE the attention of dealers and consumers to their large stock of printing, writing, wrapping, and all othe kinds of paper, which they offer for sale at the lowest market prices. May 26—19.

Ben. & E. A. Whitlock & Co., 13 Beekman Street, corner of Nassau, opposite the Aston

House, PROPRIETORS OF THE PREMIUM CHAMPAGNE, CREMANT CABINET, MPORTERS of Cognac brandies for druggists' and merchants' use, from Otard, Dupny, & Co., Hennessey, Pinet, Cas-illon, & Co., and other houses of the highest reputation; and sole pro-victors of the celebrated brandles, in the native proof and flavor of

oristors of the Cognac, viz:

Vineyard of Chateau Bernard, Liqueur des champs d'or, Superior vineyard, vicux Cognac. ALSO— Exclusive importers of the
Old Royal Hollands,
Burgomaster Schnapps,
And several brands of Sherry, Maderia, and Port wines, &c., &c.
Ales, porters, and eigars direct from shippers.

CHAMPAGNE, CREMANT. CHAMPAGNE, CREMANT.

R. M. & E. A. W. & Co. are the exclusive owners of this wine, and are in-receipt of shipments by regular packets, and beg those who may not have given it a trial to do so, under their guarantee that it will be found superior in delicacy of flavor and quality to any wine at present imported. Benj. M. Whitlock, Edw'd A. Whitlock, Fred'k J. Haverstick, Oliver W. Dodge, Henry Cammeyer.

BEN. & E. A. WHITLOCK & CO.

Woollens. 1857. WILSON G. HUNT & CO., IMPORTERS, 30 to 36 Park Place, Castor do Reversible do Fur do Tricot do Devonshire do Biue and colored Sable coatings Mohair do Lambokin do Petersham do President coatings Esquimaux Labrador Gaudalquiver Empire State Moscow Carlisle Sumpson Sealskin Whirlpool May 26—1y*

May 26-1y*

S. C. Herring & Co.'s Patent Champion Safes. THE subscribers, grateful for past favors, and mining that a discriminating public were bestowing their patronage to that extent that more warerooms were necessary to exhibit all their stock, have enlarged their depot, by opening an extensive ware and salearoom on Broadway, as No. 251, corner of Murray street, opposite the City Hall. This enlargement of warehouse room, with the recent extensive enlargement of their factory, will enable the subscribers to keep on band at all times a larger stock of fire and burgiar-proof safes than any other establishment in the world. Particular attention will be had to constructing safes for private families to match with other furniture, for the security of plate and jewelry.

ALSO—

ALSO-Will keep on hand and make to order all kinds of money chests, vault doors, and bank vaults. Hall's patent powder-proof locks for banks or store doors; Jone's patent permutation bank lock; and Crygler's patent lotter lock, without key.

fonce's patent permuners, it, without key.

S. C. HERRING & Co.,
Nos. 135, 137, and 139 Water street, and
No. 251 Broadway, corner Murray st., New York.
F. COYLE & O., Agents
Washington, D. C. F. COYLE & CO., Agent Washingto B. W. KNOWLES, Agent Richmand. J. May 26-1y

Mutual Life Insurance Company of New York. Trinity Building, 111 Breadway. THE assets of this company amount to nearly four millions or pollars, and are entirely cash, of which three million six hundred thousand dellars are invested on bond and mortgage on real estate in the city and State of New York valued at since mil-

Theorem control of application and pamphlets giving every information plied on applying at the office or to any of the company's agents FIGUR'S. WINSTON, President.

BAAC ARBATT, Secretary.

SHEPPARD HOMANS, Actuary.

MINTURN PRET, M. D., Medical Examin May 26--1y*

American Gothic and Brass-Foil Roofing. INVENTED BY EUGENIO LATILLA, ARCHITECT, M. S. R. A , &c. DESIGNS made for concrete churches, villas, cottages, and farm buildings. Office, Gothica, near Chappaqua, June 17—dif

We would call attention to the card of Wm. Grandin, esq., who is We would call attention to the card of Wm. Grandin, seq., who is commissioner for most of the States and Territories, and is also commissioner in the United States Court of Claims. Colonel Grandin is thoroughly conversant with business connected with the departments at Washington and the practice of the United States Court of Claims. TO CONGRESSMEN who wish to form a mess

the subscriber offers the entire house, No. 391 C street, south
side, between 3st and 45g streets. The house is thoroughly renorated,
and supplied with new furniture, and has an interior communication
with a fine dising hall in the adjoining house.

Dec 1—d2w 395 C street,

Office of Army Clothing and Equipage.

Called Proposals are invited, and will be received at this office until 10 octock, a. m., of the shi day of January next, for furnishing by sometices the fillowing army supplies and materials, defiverable at the United States clothing and equipage depot, (Schuy ikili areand, in quantities as required, viz:

6,000 yards 6-4 dark blue (indigo wool dyed) cloth for caps and bands, weighing about 14 ounces per yard
63,000 do 6-4 dark blue (indigo wool dyed) twilled cloth, weigh ing 11 ounces per yard
120,000 do 6-4 sky blue (indigo wool dyed) twilled cloth, weigh ing 12 ounces per yard
10,000 do 4 dark blue (indigo wool dyed) twilled cloth, weigh ing 20 ounces per yard
210,000 do 7-5 white flatinel, (cotton and wool flainted, weighing 6-5, ounces per yard
10,000 do 7-5 white flatinel, (cotton and wool.) to weigh 6-5, ounces per yard
10,000 do 47 anch alpace, (black)
10,000 do 47 anch alpace, (black)
10,000 do 5, canton flamel, to weigh 7-5 ounces per yard
22,000 do 30 inch cotton duck, to weigh 16-5, ounces per yard
25,000 do 26, inch cotton duck, to weigh 16-5, ounces per yard
25,000 do 28, inch cotton duck, to weigh 16-5, ounces per yard
25,000 do 28, inch cotton duck, to weigh 16-5, ounces per yard
25,000 do 28, inch cotton duck, to weigh 16-5, ounces per yard
25,000 do 28, inch cotton duck, to weigh 16-5, ounces per yard
25,000 do 24 inch cotton duck, to weigh 16-5, ounces per yard
25,000 do 24 inch cotton duck, to weigh 10 ounces per yard
25,000 do 25 inch cotton duck, to weigh 10 ounces per yard
25,000 do 35 inch cotton duck, to weigh 10 ounces per yard
25,000 do 35 inch cotton duck, to weigh 10 ounces per yard
25,000 do 35 inch cotton duck, to weigh 10 ounces per yard
25,000 do 35 inch cotton duck, to weigh 10 ounces per yard
25,000 do 35 inch cotton duck, to weigh 10 ounces per yard
25,000 do 36 inch cotton duck, to weigh 10 ounces per yard
25,000 do 36 inch cotton duck, to weigh 10 ounces per yard
25,000 do 36 inch cotton duck, to weigh 10 ounces per yard
25,000 do 36 inch cotton duck, to weigh 10 ounces pe

nand 5 feet 6 inches wide, each blanket to weigh 5 pounds
7,500 dozen pairs half stockings, 3 sizes, properly made, of good sound fleece wood, and with double and twisted yars, to weigh 5 pounds per dezer
10,500 pompons for engineers, ordnance, medical department, dra. goons, rifles, artillery, and infantry
30,000 cap bodies
1,000 yards glared silk for covers
1,000 yards glared silk for covers
1,000 yards glared silk for covers
1,000 corporals' and privates' brans scales, pairs
5 N. C. S. brouzed do do
5,000 corporals' and privates' broused do
600 do do do
600 do do do
600 do

do do do do do do drums, artillery, compil do infantry do do heads, batter do do snares, sets do sticks, pairs do do carriage

or others wishing to offer proposals. It is desirable that all the articles be of domestic mainfacture.

Deliveries to commence on the 15th day of February next, and one-half of the quantity contracted for to be delivered in equal monthly proportions by or before the 30th April, 1888; the remainder within four months from that date, in monthly or greater proportions, as the contractor may find it convenient.

The privilegs is reserved by the United States of increasing from one-third to one-half the quantity of all the supplies abovementioned by giving the contractor one month's notice of such desired increase. Fayments will be made on each delivery, should Congress have made an appropriation to meet them, or as soon thereafter as an appropriation shall be made for that purpose. Ten per cent of the ament of each delivery will be retained until the contract shall be completed, which will be forfeited to the United States in case of de falcation on the part of the contractor in fulfilling the contract. Bids will be received from manufacturers or regular dealers only in the articles proposed to be farmished; and none will be considered in which the manufacturer's mill or dealer's place of business is not specifically set forth.

Contracts will be based on accepted proposals, for the fulfillment of which two or more sufficient securities will be required.

The names, address, and the responsibility of the persons proposed as securities, with the acknowledgment of said persons that they will be such security, or will see that good and sufficient security be furnished in case a contract is obtained, will be transmitted with the proposals.

It is to be distinctly understood by every person obtaining a con-

Brilliant Schemes for December, 1867.

\$37,500 ! Lottery for the benefit of the STATE OF DELAWARE, Class 282, for 1857.

To be drawn at Wilmington, Del., on Saturday, De-

78 number lottery — 13 drawn ballots.

10 prize of . \$37,500 | 1 prize of .

1 do . 15,000 : 30 prizes of .

1 do . 10,000 : 60 do .

1 do . 6,000 | 190 do .

1 do . 5,000 | &c. &c.

Tickets \$10—halves \$5—quarters \$2 50.

Certificates of packages of 26 whole tickets .

Do do 26 half do . .

Do do 26 quarter do

P. J. BUCKEY, Agent, Wilmington, Delaware BANKING HOUSE OF CHUBB BROTHERS, Washington, January 1, 1857. TOHN D. BARROW and HENRY HOLMES are

WATCH Repairing and Engraving.—Watches, repaired by skilful workmen and warranted to perform accurately. Engraving of every description does in the best style, including the cutting of arms, crests, motioes, and initials on stone.

"o" Visiting and weedding cards elegantly engraved and printed.

M. W. GALT & BRO.,

Jewellers, 324 Pennsylvania accurate, Jan 30—4f

Between 9th and 10th streets

MISSES ROOKER'S English and French Boarding and tay school for young ladies, No. 464 K street, between 6th and 7th, Washington city.

The duties of this institution, which has been in successful operation for some year, will be resumed on Monday Section 1.

NOTARY PUBLIC. May 16-1y Seventh street, No. 490.

Washington, February 26, 1857.

THE judge advocate gives notice, for the information of parties coming before the court under the 1st section of the act of January 16, 1857, that they will respectively be advised by the department when their cases shall have been referred to the court; and that it is desirable that in presenting themselves they should come prepared with a list of such witnesses as they may desire to have a summoned, specifying to which of the respectively heads of "fitness for the naval services" mentioned in the act their issuming is to be applied respectively; and suggesting the delay, if any, which may be required; and in respect of what witnesses.

J. M. CARLISTE, Judge Advocate.

H. GILLET, Counsellor at Law, has remove the office to his residence in Franklin Row, corner of K. Thirteenth streets. He will continue to devote his attention princt by to cases in the United States Supreme Court.

5.000 do suspender buttons, white metal
4,500 do shirt do do
4,000 tent buttons, wood, small
12,000 do slips do do
5,000 do buttons do large
1,000 do slips do do
100 hospital tent poles, sets
500 wall do do
600 comman do do
4,000 galvanized iron wire rods, for tents
10,000 do do slaples do
3,000 mess pans, iron
1,000 camp kstiles, fron, three sizes
12,000 in canteens, (3 pints, weight 11 ½ ounces,) with stoppe
1,000 pick axes, two sizes
2,000 do handles
1,000 camp hatchets
40 trumpet cords and tassels, orange
40 trumpet cords and tassels, orange
40 trumpet cords and tassels, yellow
20 do do do green

200 do do carriages.

All the above-mentioned articles must conform in all respects to the scaled standard patterns in this office, where they can be examined, and sample patterns will be sent by mail, with any additional information in regard to them which may be requested by manifecturers or others wishing to offer proposals. It is desirable that all the articles be of domestic manufacture.

nished in case a contract is obtained, with the stress of the possals.

It is to be distinctly understood by every person obtaining a contract that said contract is not transferable without the consent of project authority, and that any sale, assignment, or transfer of fit, without such consent having been obtained, (except under a process of law.) will be regarded as an abandonment of the contract, and the contractor and his securities will be held responsible for all loss damage to the United States which may artise from said abandonment. Proposals will be addressed to the undersigned, and will be endorsed "Proposals for furnishing army supplies and materials." HENRY C. WAYNE, Revert Major, A. Q. Mr.

GREGORY & MAURY, MANAGERS,

ber lottery-13 drawn ballots.

STATE OF DELAWARE,

Orders for tickets and shares and certificates of packages in the

this day admitted as partners in the Banking House of Chubb Brothers. The firm from this date will be composed of Chub 8. J. Chubb, Jebn B. Barrow, and Henry Holmes. The House in Da-venport, Iowa, is composed of Charles St. J. Chubb, Wn. H. Dougal, and Alexander H. Barrow, under the firm of Chubb Brothers, Bar-row, & Co.

J. MIDDLETON, Ice dealer, office and depot southwest corner of F and Twelfth streets, Washington, D. C.

George C. Thomas, Commissioner of Deeds for all the States,

United States Naval Court of Inquist, Washington, February 26, 1857.